









## Intimation.

Powell's  
Furnishing

## Department

## FIRST FLOOR.

Alexandra  
Buildings.

## CURTAINS

## MADRAS MUSLIN

White and Ecoru  
Fried 2 Sides  
52 in. 60 in. and 70 in.  
wide  
in various patterns.

FLOUNCED MADRAS  
BRIDE BLINDS.

White and Ecoru  
24 in. and 36 in. long.

## HARNES MUSLIN

in  
White and Ecoru  
Fried 2 Sides  
in  
Spot and Fancy De-  
signs.

## HARNES MUSLIN

in  
White and Ecoru  
unfried, 48 in. wide  
various sizes of Spot and  
Fancy Patterns.

## PLAIN BOOK

Muslin Curtains Fried  
all round

3, yards long

in White and Ecoru

\$4.50 per pair.

## LACE CURTAINS

in great variety in  
White, Ivory and Ecoru.

POWELL'S  
Alexandra

## Buildings

Hongkong, 30th May, 1910.

## KING EDWARD VII.

## TRIBUTES IN THE HOME PRESS.

The following extracts from leading articles on the death of King Edward VII. may be of interest.

## "THE TIMES."

It was his sincere devotion to the cause of peace and his labours in its behalf which did most to secure for him the high place he held in the good opinion of foreign peoples, and, indeed, they added very greatly to the love which his subjects bore him. In the support of that cause he was sometimes brought of necessity into opposition to the aspirations of other nations and to the policy of their Governments, but save in transient moments of popular passion, no country could ever doubt that the motives of his conduct were just and pacific. Few diplomatists have understood more perfectly the value of manner and of tact in the conduct of even the greatest affairs, and fewer still have possessed in so exquisite a degree the fine art of employing them with invariable discretion. To ascribe to his personal initiative and management either the general course of our foreign policy during his reign, or even a decisive voice in determining it, would be to charge him with a departure from his rightful position as a constitutional King. For such a charge there could, of course, be no possible foundation. In foreign, as in home affairs, he loyally respected the limits which law and custom had set to his activities. But that course, none the less, was taken with his assent and with his help—notably in the conclusion of the entente with France and in the improvement of our relations with Russia, and his wide personal acquaintance with the Sovereigns of Europe, their Ministers, and their Courts undoubtedly made his help singularly effective. It was all the harder for the King to take up the succession without forfeiting some share of the authority which she (Queen Victoria) had commanded, because during his lifetime he had not received much encouragement to associate himself closely with the serious work of the State. That he was alive to the mistake which had been made in his own case, and to the disadvantages to which it exposed him, is shown by the care he has taken that it should not be repeated in the case of his son. King George V. comes to the Throne with all the training in public affairs and all the training in them which it is possible to impart to an heir-apparent.

## "THE MORNING POST."

When King Edward came to the Throne all men were conscious of the ending of an epoch and of the beginning of a new one. There was a natural tendency to look back and to wonder whether the high level that had been gradually reached and long sustained in public and national life and in the ideals that had grown up in the Empire was capable of being further maintained. King Edward surprised his people and the world by the calm courage with which he looked forward. Coming to the Throne in his sixtieth year, he bore his high responsibility from the first as one accustomed to it. He needed no interpreter of the Constitution, but was himself its impersonation. His sovereignty over the Empire came to him by nature, and he assumed with ease and grace his fitting rank among the Monarchs of the world. Thus King Edward leaves our country and the Empire more prosperous, stronger, and more united than they were when he came to the Throne. To him in large part his strengthening of the nation and the Empire is due.

## "THE DAILY TELEGRAPH."

Not three Kings in the whole range of our history have enjoyed at any time the universal affection which was given to Edward, the Seventh throughout his life, and most of all in the few, but crowded and auspicious, years of his reign. Brief as has been the Edwardian era, which has occupied only the opening decade of the twentieth century, it will always hold a place apart in international history, as well as in the grateful recollection of this country. His political aptitude was evident and marked, and with Queen Victoria's sound judgment, and his inherited father's sympathetic intelligence for the characteristic movements of his time.

The famous tour of 1903, with the negotiations that followed from it, brought about between this country and all the Latin nations a rapprochement that continues to this day. And not only that. The sincerity of King Edward's devotion to the cause of good-will among nations was fully recognized by Germany and the Dual Monarchy, and every personal effort he could bring to bear was employed on his side also to mitigate international animosity.

## "THE STANDARD."

No other personage who walked this planet during the past decade attracted to himself so large a measure of the affection and admiration of mankind. If the world, at any time since 1902, could have been polled to ascertain the most popular of its inhabitants, there can be no question that the vote would have fallen to the late King. King Edward's pre-eminence was achieved by no deeds of war, nor by the sinister energy of egotistical ambition. He was the Constitutional Sovereign of a self-governing people, happily at peace during the greater part of his brief reign; nor did he at any time endeavour to magnify his office or himself by those achievements with which the vanity of princes is so easily gratified. If he became a power of quite unrivalled force in international as well as domestic affairs, that was less through direct action on his own part than by the impression produced by his penetrating intelligence and his sympathetic personality.

## "THE DAILY MAIL."

In every department of British activity he took the warmest and most unflinching interest. He added a new splendour to the State ceremonies. He played an immense part in all the social life of his country. Not one of his subjects worked harder than he did; for he made it a point of honour that no great event

should pass without his personal participation in it. Over and above the vigilance which he exercised over State business, and which made overwhelming demands on his energies, was his ceaseless attendance at all public functions, which identified him so peculiarly and intimately with his people. His sympathy with the poor and suffering was intense. And because he shared the nation's joys as well as its anxieties, because he lived in the sight of all and not in remote retirement, no King had ever a deeper hold upon his subjects' affections.

## "THE DAILY GRAPHIC."

The strength of the English throne is the fact that it is broad-based upon the people's will. The great achievement of the dead King, as it was the achievement of his mother, was that he was able to represent the ambitions and aspirations of his people more fully and more completely than any politician or any statesman. King Edward was Great Britain, and Great Britain mourns as for herself. We have always felt, all of us, Unionists and Liberals, that in the King there was a reserve of wisdom, not to be lightly drawn upon, but always ready when the extreme difficulty arose. And now this national refuge is no longer ours. "Death's inexorable hand draws the dark curtain close." It is something to know that the whole world will sorrow by the death of the dead King. This is, after all, the finest tribute to his work.

On ascending the throne, the King had not an easy place to fill. Too long preceding reign had seen, in the end, the growth of a special sentiment which some thought would be peculiar to the person of a Queen. The reign of a King could not be the same as that of a widowed Queen. What sphere would the new Sovereign ordain for himself? What place would he find in which to make his mark? Such were the questions which everyone asked at the beginning of the late reign. King Edward answered them from the first, and he has handed down to his successor, maintained and in some respects enhanced, the glorious inheritance which he received from Queen Victoria. We mourn to-day not a universal favourite, but a great King. Of the personal reputation accorded to his late Majesty by his contemporaries there can be no doubt. "King Edward is the first diplomatist in Europe." The King of England will live in history as one of the most statesmanlike monarchs who had worked in an efficient manner for civilization and peace. Such are the verdicts of Continental judges.

## Auction.

**PUBLIC AUCTION.**  
THE Undersigned have received instructions from the Hon. The Captain Superintendent of Police, to sell by  
**PUBLIC AUCTION,**  
TO-MORROW,  
the 2nd June, 1910, at 11 A.M., at The Government Gunpowder Depot, Green Island,  
937 Bags of SALTPETRE.  
TERMS: As usual.  
**HUGHES & HOUGH,**  
Government Auctioneers.  
Hongkong, 30th May, 1910. [405]

## Intimations

## BANK HOLIDAY.

IN accordance with Ordinances No. 2 of 1875 and Government Notification No. 155 of 27th Inst., the EXCHANGE BANKS will be CLOSED for the transaction of Public Business on FRIDAY, the 3rd June, 1910.  
HONGKONG, 28th May, 1910. [402]

## FIRE INSURANCE ASSOCIATION OF HONGKONG.

IN accordance with Ordinance No. 2 of 1876 and Government Notification No. 155 of 27th Inst., all FIRE INSURANCE OFFICES will be CLOSED for the transaction of Public Business on FRIDAY, the 3rd June, 1910.

By Order, **A. R. LOWE,** Secretary. [407]  
Hongkong, 31st May, 1910.

## MARINE INSURANCE ASSOCIATION OF HONGKONG.

IN accordance with Ordinance No. 2 of 1876 and Government Notification No. 155 of 27th Inst., all MARINE INSURANCE OFFICES will be CLOSED for the transaction of Public Business on FRIDAY, the 3rd June, 1910.

By Order, **A. R. LOWE,** Secretary. [408]  
Hongkong, 31st May, 1910.

## Consignees

## NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship  
"LIGHTNING,"  
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.  
Cargo Impeding the discharge of the vessel will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 5 P.M. of the 2nd June will be landed at consignees' risk and expense.  
Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by the undersigned.  
**DAVID SASSOON & CO., LIMITED,**  
Agents.  
Hongkong, 31st May, 1910. [409]

## Notice of Firm.

## NOTICE.

**CHINA COMMERCIAL TRADING COMPANY, Merchants and Commission Agents:** have this day been established at No. 15, QUEEN'S ROAD CENTRAL, and Floor.  
Dated the 3rd May, 1910.

**LO YUK KEE,**  
Manager.

## Consignees.

## NOTICE TO CONSIGNEES.

FROM BOMBAY, COLOMBO AND STRAITS.

THE P. & O. S. N. Co.'s Steamer  
"ASSAYE."

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—  
From London, &c., ex s.s. *Malak*.  
From Persian Gulf, ex s.s. *N. and B.*  
P. & O. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 1st June, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the Goods have left the Godowns.

**E. A. HEWETT,**  
Superintendent.

Hongkong, 26th May, 1910. [4]

## "BEN" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

S.S. "BENLOMOND,"  
FROM MIDDLESBROUGH, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th June, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 11th June, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 4th June, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

**GIBB, LIVINGSTON & CO.,**  
Agents.

Hongkong, 28th May, 1910. [404]

## NIPPON YUSEN KAISHA.

## NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO AND STRAITS.

THE Company's Steamship

"AKI MARU,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, TO-DAY.

Goods not cleared by the 5th June will be subject to rent.

No Fire Insurance has been effected.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Co.'s representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

Consignees of Cargo on this steamer are further informed that they are required to sign Average Bond before Bills of Lading can be countersigned for delivery.

**NIPPON YUSEN KAISHA,**  
Hongkong, 30th May, 1910. [5]

## NORDDEUTSCHER LLOYD, BREMEN.

## IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

THE Steamship

"FRINZ SIGISMUND,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th of June will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 7th of June, at 9.30 A.M.

All claims must reach us before the 11th of June, 1910, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

**NORDDEUTSCHER LLOYD,**  
**MELCHERS & CO.,**  
General Agents.

Hongkong, 31st May, 1910. [6]

## HONGKONG AVERAGE MARKET PRICES.

Corrected 27th May 1910, 200 cts. per 5. Mus.

## BUTCHER MEAT.

Cents.

Beefsteak & primecut—Mel Lung Pa 20

Cornd—Ham Ngau Yuk 22

Roast—Shio 22

Breast—Ngau Lam 15

Soup, Tong Yuk 20

Steak—Ngau Yuk Pa 20

Shrimp—Ngau Lau 20

Sausages—Ngau Yuk Chang 20

Bellcock's Brains—Know per set 9

Tongue fresh—Ngau Li 20

Cornd—Ham Ngau Li 60

Head—Ngau Tan 85

Heart—Ngau Sum 12

Hump, Salt—Ngau Kin 18

Feet—Ngau Keok 8

Kidneys—Ngau Yiu 9

Tail—Ngau Mel 18

Liver—Ngau Oon 12

Tripe (undressed)—Ngau To 6

Calves' Head and Feet—Ngau Chai-tan-keok 20

Mutton Chop—Yeung Pal Kwat 22

Leg—Yeung Pal 22

Shoulder—Yeung Shan 20

Pigs' Chittlings—Oh cheong 20

Brains—Oh Kow 24

Feet—Oh Keok 12

Fry—Oh Chak 12

Head—Oh Tan 15

Heart—Oh Sum 12

Kidneys—Oh Yiu 12

Liver—Oh Kon 10

Pork Chop—Oh Pal Kwat 18

Cornd—Ham Chai Yuk 20

Leg—Oh Pal 24

Fat or Lard—Oh Yau 18

Sheep's Head and Feet—Yeung Tan 18

Keok 10

Heart—Yeung Sum 6

Kidneys—Yeung Yiu 9

Liver—Yeung Oon 24

Suckling Pigs, To Order—Oh Chai 20

Shut Beef—Sang Ngau Yau 20

Mutton—Sang Yeung Yau 20

Veal—Ngau Chai Yuk 20

Sausages—Ngau Chai Yuk Tong 20

## POULTRY.

Chicken—Kai Chai 20

Cassons, Large, Small—Shi Kai 20

Ducks—Ap 20

Doves—Pai Kan 20

Eggs, Hen—Kai Tan 20

Fowls, Canton—Kai 20

Hallan—Hol Nam Kai 20

Geese—Ngo 20

Geese, Wild Shanghai—Sheng Hol Ye 20

Ngo 20

Musk Deer—Wong Kong 20

Hare—Tu Chai 20

Partridge—Che Khoo 20

Pheasant—Shan Kai 20

Pigeons, Canton—Pak Kup 20

Holchow—Holchow Pak Kup 20

Quail—Um Chai 20

Rice Birds—Wo Fa Cheuk 20

Snipe—Sa Chai 20

Turkeys, Cook—Fo Kai Kung 20

Hen—Na 20

Wild Ducks, Shanghai, Sol-ap 20

Teal, Shanghai, Sol Ap Chai 20

Wild Ducks Canton—Sang Shing Sol 20

Ap 20

## FISH.

Barbel—Ka Yu 20

Bream—Bin Yu 20

Canton Fresh Water Fish—Hol Bin Yu 20

Carp—Li Yu 20

Catfish—Ohk Yu 20

Codfish—Man Yu 20

Crabs—Hal 20

Cuttle Fish—Muk Yu 20

Dab—Sa Mang Yu 20

Dace—Wong Mel Lun 20

Dog Fish—Til Tu Sa 20

Kels, Gongor—Hal Man Yu 20

Fresh water—Tam Sol Yu 20

Yellow—Wong Sin 20

Frogs—Tien Kai 20

Garoupe—Sak Pan 20

Gudgeon—Pak Kop Yu 20

Herrings—Tou Pak 20

Halibut—Cheung Kwan Yu 20

Labrus—Wong Fa Yu 20

Loach—Wo Yu 20

Lobsters—Long Ha 20

Mackerel—Oh Yu 20

Monk Fish—Mon Yu 20

Mullet—Oh Yu 20

Oysters—Sung Hoo 20



## Intimation.

A. S. WATSON & CO.,  
LIMITED.

ESTABLISHED A.D. 1841.

MANUFACTURERS OF  
HIGH CLASS  
AERATED  
WATERS.

## THIS SEASON'S PRICES:

|                              | PER DOZ.  |
|------------------------------|-----------|
| Soda Water                   | 50 Cents. |
| Soda Water (Bombay bottles)  | 60 "      |
| Potash, Seltzer & B. P. Soda | 60 "      |
| Lemonade                     | 65 "      |
| Tonic Water                  | 75 "      |
| Libbia Water                 | 75 "      |
| Ginger Ale                   | 75 "      |
| Sarsaparilla                 | 75 "      |
| Orange Champagne             | 75 "      |
| Lemon Squash                 | 75 "      |
| Raspberryade                 | 75 "      |

## SPECIALITIES:

|                                    |                    |
|------------------------------------|--------------------|
| Stone Ginger Beer                  | 85 Cents.          |
| Dry Ginger Ale, Pints 5; Splits 60 |                    |
| Lime Fruit Cham-                   |                    |
| pagne                              | Pints 5; Splits 60 |

Bottles will be charged for at the Rate of \$1.20, per dozen, and credited in full on being returned in good condition.

A. S. WATSON & CO.,  
LIMITED.HONGKONG and KOWLOON.  
Hongkong, 30th April, 1910.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, JUNE 1, 1910.

## NEW CHINESE CURRENCY.

Another Imperial edict has been issued dealing with the coinage of China. It adopts recommendations made by the Government Council, and declares that the basis of Chinese money is to be a silver coin called a "yuan," weighing Kuping seven mace two candareens. "Yuan" is the same as the Japanese word "yen." The system is of course decimal. The subsidiary coins are as follows: Copper: one li (one cash), five li (five cash), one fen, that is, one cent, and two fen (two cents). Nickel: five fen (five cents). Silver: one chieh (ten cents), two chieh and a half (twenty-five cents) and five chieh (fifty cents). This system thus creates two new and as far as we know hitherto unheard of coins, to wit, a copper five cash, or half a cent, and a copper two cents. It also changes the silver five cents into a nickel five cents, and the usual twenty-cent silver piece into a twenty-five-cent coin. Some English-speaking Chinese call one chieh, or ten cents, by the practical name "dime." The new twenty-five cents will of course, be called "a quarter." We think that at first there will be much vexation over these "quarters," and their purchasing power as compared with the twenty-cent piece now common. As for the half cent, or five-cash copper coin, it would be rash to prophesy its fate. It sounds useful in theory, but we shall be much surprised if after a little time it does not disappear altogether. For the two-cent coin is indefensible. No doubt the Chinese need small coins, but with their conservative ways—which one inspired has called "ways that are dark"—they will call the one cash a "little cash," and the five cash a "big cash." The half-cent will be a "little cent," the one cent, a "big cent," and the two-cent a "double big cent." They will evolve from the tortuous mazes of the Celestial mind bewildering tangles of exchange. How many little cash will go to a nickel, or "little cent," and how many big cash to a dime, and how many of anything to anything will be common questions. Of course, the edict forbids people from "taking upon themselves to raise or lower the relations of the coins." Equally, of course, the edict and any number of edicts must fall in this. It goes on to order the Board of Finance to make the Imperial Mint re-

sponsible for the new coins, which are to be "speedily minted according to their different weights and fineness." They are to be circulated by the "Ta Ching Government Bank," which with the Mint is to be the organ for exchanging old coins for the new ones. All taxes, like, etc., and payments to Government are to be made in the new coin, and so are all disbursements made by all yamens in Peking and the Provinces. All Provincial Mints are instantly to close, and every yamen will be informed of the fate of which, after a date to be fixed, old coins are to be exchanged for new. After that date "new Imperial (Ta Ching) coins must be used. No one may refuse them, nor may any one discount them." The High Provincial Authorities are to instruct their subordinates accordingly, and all the Chambers of Commerce throughout the Empire are to issue explanations of this currency reform, so that the people may understand the benefit of the change. "Heigho! All this would be on the whole gratifying if one could only believe in it. But so many Imperial edicts have remained without tangible result that we rather grudge the labour of reading through every new one. This, the very latest, is undoubtedly of the very highest interest to everyone. Its great virtue is that it establishes a standard silver currency (though we see nothing in it about the standard fineness of the silver) and defines the number and values of the different coins to be used. So far so good. All the bad is yet to come.

## OIL IN CALIFORNIA.

"After rubber the oil boom," has been said by several financial prophets. It certainly will not be the fault of California if oil companies in that sanguine land do not enjoy a boom. The country is amazingly productive, and the inhabitants are not slow to make the most of it. In one month, last March, 5,598,745 barrels of oil were produced in California. This enormous output is expected to be greatly increased as the year goes on, indeed in the first half of April it amounted already to 3,335,545 barrels. The most ingenious minds among the most ingenious people in the world are concentrated on evolving new and improved methods of boring for the oil, sinking wells, and devising means of cheap, rapid and safe transport. Without counting the value of the land it is estimated that about \$23,000,000 are invested in oil in California, the principal items being 4,200 wells, 2,100 miles of pipe line, 35 tank steamers, and 35 refineries, besides 5,000 tank cars, and a million and a half or so sterling worth of pumping machinery, field equipment, etc. The Railway Companies have invested heavily in the oil industry. The Southern Pacific's investment is said to be worth \$20,000,000, in oil land alone. The Californians declare that with more capital they can increase their production almost indefinitely. We may think such a statement exaggerated, but in view of the great and increasing output in the State it would be difficult to define what the limit of the oil production of California is to be. The demand is increasing. Just as the industries of the world cry "rubber, more rubber!" they also cry "oil!" For petroleum is indispensable in dozens of industries, and however great the production the demand will always be for more.

## LOCAL AND GENERAL.

MR. G. N. MAGILL has assumed charge of Chung Sang Estate.

VICTORY YUAN Shu-hsiao has signified his desire to resign his post unless he is authorized to abolish licensed gambling in Kwangtung.

A DECREE has been issued ordering the dismissal of the Hunan Treasurer, the local Tao-tai and other officials; the degradation of the leading gentry and the decapitation of the Ching-sha riot leaders.

REPRESENTATIVES of the Press and of the Chamber of Commerce met the Japanese business-men at the station at Peking. Four of the Ministers, the Chamber of Commerce and the Press subsequently entertained the visitors. The cordiality of their reception was striking.

For a father and his nine children to have passed through one university is remarkable, even in Scotland, and in these days of higher education for all. Such a case came to light, however, at Aberdeen University when the honorary degree of D.D. was conferred on the father of the academical family.

THE *Salmon Opinion* complains bitterly of certain newcomers from France introducing the system of tipping which has proved such a curse to the mother country. After taking refreshments at bars, they leave behind on the table a few cents for the attendants, who now claim tips as a matter of right. The result practically comes to a rise in the price of refreshments.

"CAPTAIN KOEPECK," who owes his classic hold on fame to the fact that in October, 1906, he obtained a captain's uniform, and going to an army post near Berlin, took charge of a squad of men of the Kaiser's regiment of guards, marched them to Koepenick, placed the Mayor under arrest and, after discharging his soldiers, made off with \$1,500, the contents of the town treasury, has been deported from the United States as an undesirable alien.

## THE HOLLYWOOD ROAD DISTURBANCE.

## INTERESTING CROSS-EXAMINATION OF COMPLAINANT.

Before Mr. E. R. Hallifax, at the Magistrate's Court, this morning, the case was resumed in which Miss Della Hurd, of N. 4, Hollywood Road, summoned S. M. E. Allana and D. R. Caplan for alleged assault in May last. Mr. W. E. L. Shenton appeared for the complainant and Messrs. M. R. Harris and F. P. Holt represented Captain and Allana, respectively.

Cross-examined by Mr. Harris, complainant stated that she did not know why Captain went to her house on the date of the assault but he must have gone there for the purpose of assaulting her. She could give no other reason. She did not remember asking him to come to her house. She was quite certain that she did not ask Captain to pay his bills on the date of the assault. She ordered him out of the house from the 1st of April.

Mr. Harris—At one time you were on very friendly terms with Captain?

Complainant—Well, yes (This is *et cetera*).

You received money from him?—Yes, but I returned it all to him.

You sometimes quarrelled with him?—Yes, about money matters.

You never quarrelled with him on other subjects?—No, always about money.

Merely a business acquaintance, oh?—Yes.

You fought with him sometimes?—Yes, also about money.

His Worship—Fought?

Mr. Harris—Yes, your Worship.

(To the complainant)—You never fought with the defendant through the effects of drink?—I never did.

Never?—Well, to a certain extent.

(Holding complainant a note)—Is that your signature?—I can't say whether the signature is mine or not.

Mr. Harris (reading the letter)—The letter says:—"My dear Captain, I am so sorry for what I said and did to you last night and ask your pardon. I promise I shall never insult you any more. I am willing to keep with you \$50, which I shall forfeit if I get drunk again." Did you write that letter?—No.

Did you sign the letter?—I may have signed it but I did not write the letter.

You were at one time living with Captain?—I never did.

(Holding complainant a photograph)—That's a photograph of you both?—Yes.

For you still deny having lived with Captain?—Why, certainly.

Are there none of his clothes in your house?—Nothing at all.

Was there nothing at all a fortnight ago?—Nothing at all.

(Holding witness a letter)—Did you write that letter?—That's a bit I wrote three years ago.

Mr. Harris at this point proceeded to read the letter, which began with "Darling" and stated in effect that complainant was in love with Captain and that she wished she could get rid of a certain party and always be with him.

(To the complainant)—Why did you write that letter?—Because I was afraid of him.

Did you take out that photograph with him because you were afraid of him?—To tell the truth, I was afraid of him.

Why?—Because he always used to threaten me.

Who is your husband?—I have no husband.

Wasn't your husband a man named Secvade?—No.

Were you not married in the Roman Catholic Cathedral at Hongkong?

Mr. Shenton—I object.

Mr. Harris—I am entitled to ask the question because I want to show that complainant was not of sound mind. She has summoned the defendant for assault for purposes of blackmail and has accused him of striking her on the arm while in her house. That letter could not have been written by a woman who was afraid of Captain.

Who was the gentleman in the house on the night of the assault?—A chap named Robertson.

I thought so. Have you ever heard of a chap named Caruthers?—No.

Never?—No.

Did this chap Robertson have a moustache?—He used to.

How long did he stay in your house?—A few days.

Did you write to Captain that you would withdraw the case if he paid you some money?—No.

Would you have withdrawn the case if he had paid you \$1,000?—Certainly not.

At this stage of the proceedings, an old Parsee gentleman was called into the Court-room.

Mr. Harris—Do you remember the gentleman coming to your house?—Yes, he asked me to withdraw the case against Captain and I refused.

Then when your solicitor wrote saying he would withdraw the case on payment of \$5,000, he was acting without instructions?—I don't know.

You remember discussing the matter with the lady next door in No. 57?—Yes.

You knew George Tenneyson?—Yes.

She was deposed, wasn't she?—I don't know. Very well, you don't know anything.

After the trial adjournment, complainant's cross-examination was continued, in the course of which she said she did not support Mr. Robertson. She was not in the habit of supporting any man. The only man who got any money out of her was Captain. He had borrowed \$2,000 from her at the time of his bankruptcy and had only paid her back \$1,000.

Elsa Silver, of No. 49, Hollywood Road, spoke to seeing Miss Hurd assaulted by Captain and after further evidence the case was adjourned for one week.

## SIAMANESE MINISTER TO TOKIO.

## ARRIVAL AT HONGKONG.

His Excellency Phya Maha Nubhab, His Siamese Majesty's new Minister to the Court of Tokio, Japan, and his family, arrived at Hongkong by the Imperial German Mail s.s. *Yark* this morning en route to Japan, and is leaving by the same steamer this evening.

His Excellency was received on arrival by His Siamese Majesty's acting Consul, Sir H. N. Medley. The Minister then proceeded by train to the Peak Hotel where he had lunch. In the afternoon the distinguished visitors went for a motor drive and visited the principal sights in the City of Victoria and its suburbs.

## THE MAHARAJA OF MOURBHAN.

## QUEST OF MR. HENRY AND LADY MAY.

The Maharaja of Mourbhaj dined at "Mountain Lodge" with His Excellency the Officer Administering the Government and Lady May on the 31st ult. and stayed until the 1st inst.

The Chief Justice and Colonel St. John, Mr. St. John and Miss St. John were among the small party invited to meet His Highness.

ALLEGED LARCENY BY EUROPEAN.

A DIAMOND RING AND A FORGED SIGNATURE.

Before Mr. J. R. Wood at the Magistrate's Court this morning, John Grant appeared on charges of obtaining a diamond ring under false pretences from the Po Shing Jewellery firm and forging the name of E. H. Reed. Detective-Sergeant Appleton prosecuted and Mr. J. H. Gardiner defended.

The complainant stated that the defendant came to his shop at No. 1, Pottinger Street on two occasions. On the 30th of May last at about 10.30 a.m. he came to the shop and inquired the price of a ring and chain. He said he wanted the articles to give them to another person and asked to be told their value. Witness told defendant that the value of the ring was \$8; and the chain \$75. He asked for credit, but witness replied—"I do not know you." Defendant took the ring, saying "I will bring the money to you. If not, I will return the articles to you. Witness asked defendant to sign his name, which he did. Witness asked him if that was his name and defendant said "Yes." Defendant had not since handed back the ring or paid for it. On the 30th May last, witness gave sworn information. Defendant did not tell witness anything about giving him something in exchange for the ring.

Cross-examined by Mr. Gardiner, witness said that he gave the defendant the ring because he was told that the latter was in Government service and appeared to him a gentleman. Witness also gave evidence with regard to the time the alleged offences were committed and the dress defendant wore at the time.

After further cross-examination, his Worship referred to the question of bail.

Mr. Appleton objected to bail.

His Worship asked defendant what bail he could find.

On defendant informing the Court that he could not find any bail, the case was remanded for a week.

QUESTION OF A RAILWAY CONTRACT.

A WORK WHICH WAS LET AND SUB-LET.

Before Mr. Justice Hensland, Acting Pui-she Judge, in the Sumner Court this morning, Wong Sham, trading as Wong Sham Kee, sued Leung King Chun, trading as Po Fung, to recover the sum of \$549.25, being amount of balance due for work done and material supplied. Mr. Otto K. Wong appeared for the plaintiff and Mr. F. W. Golding represented the defendant.

Mr. King Chun stated that the case was one of a contract for work in connection with the Kowloon-Canton Railway. The contract was originally let out to a firm named the Kung On, who sub-let it to the defendant, who in turn sub-let it to the plaintiff. The line of defence set up by him was "no privilege." Evidence was called and the case adjourned.

LONDON RUBBER SALE.

ANOTHER FALL IN PRICES AND SLACK DEMAND.

AMERICAN BUYERS HOLDING ALOOF.

London, 24th May.

The demand at the rubber auction to-day was very irregular, and the tone was not quite satisfactory, prices being lower than yesterday. The chief influence appears to have been the marked aloofness of American buyers, and there is some idea that they desire to take advantage of rumours that a great quantity of rubber is held in America and may cause a sharp movement when it is offered for sale.

Not much credence is given to such rumours in well-informed circles.

Crepe was in most demand to-day.

The quantity of Plantation rubber offered was 178 tons, of which 150 tons was Malayan.

Five and a half tons made off 95 to 105 compared with 105 to 115 at last auction.

Crepe sold at 95 to 105 against 105 to 115 at previous sale.—*Strait Times*.

RUBBER DOWN.

London, May 25.

At the auctions raw rubber started hesitatingly and improved with buying then it relapsed an average of a shilling to eighteen pence owing to lack of bidding.

Penang, May 25.

A private wire received here states that rubber is down to 9 1/2 p per pound.

Kuala Lumpur, May 25.

The London cable of the Planter's Stores gives the following prices at the rubber auctions.

Plantation Sheet and Bleuch 9/6, Crepe 9/9, Scrap 8/9, Bark Scrap 7/6, Scrap untreated 7/4, Ramboog 5/2, Flea hard para 9/11. Harper and Company quote average Plantation number one 10/-.—*Singapore Free Press*.

CALCUTTA has at last been presented with a taxi-cab service, and the sixteen cars that arrived were put on the streets recently to try for hire.

Throughout the day the cars were the subject of much curiosity on the part of the natives. That a taxi-cab service was desired in Calcutta, no one will deny, and we all hope that they will soon increase in numbers and popularity, and become a recognised institution of the city.

An estate that is shortly to go on the market is the Sungai Nibong Coco-nut and Rubber, situated seven miles from Penang, and having nearly 30,000 coco-nut trees of which 13,000 are in bearing; 24,000 rubber trees and 800 fruit trees. The property is in a position to pay immediate dividends. Purchase price \$50,000 in shares, and capital \$350,000 working capital \$50,000. Directors: M. R. Thornton, J. W. Hallifax, Dr. J. Kirk, and Quak Beng Koo. Agents in Penang, Macfield and Co.

## CORRESPONDENCE.

## KOWLOON BRITISH SCHOOL.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

Sir,—My excuse for space in your columns is that you have ever appeared to espouse the cause of education in the Colony. Being one of "the voiceless," I believe I can claim special consideration at your hands since the *Hongkong Telegraph* has consistently shown itself a friend of the helpless.

I think I am correct in saying that your paper has held up the Kowloon British School before the public as being "one of the most expensive—if not the most expensive—educational establishments under Government control whose expenditure is chargeable to the ratepayers. I feel almost ashamed to own that in point of efficiency it is in inverse ratio to its monumental expense. If it cannot be shown that the school is capable of immediate improvement and benefit to the British children residing on this side of the Colony, then I say that the sooner it is turned over to the charge of some experienced manager of Grant-in-aid schools, to be run for the benefit of the parents and children in Kowloon, the better it will be for all concerned.

As it happens my children are privileged to attend Kowloon British School, and I say it without any taint of race prejudice. But I am loath to think that this exclusive school, which was to be such "a boon and a blessing" to British parents, falls far short of its requirements. For the whole of the week before last the aggregate of school attendances was only fifteen hours. Small as that number is, it was a little more than half that last week—nine hours to be exact. I believe, in grant-in-aid schools, principals and managers must show a daily average attendance of not less than twenty hours per week for the year. But they are capable of showing between 25 and 30 hours a week—vacations excepted. How does the Kowloon School under Government control and State-paid teachers, compare with the schools run by private enterprise? Surely, even in this climate, no apologist will be bold enough to assert that 15 and 9 hours a week, respectively, are enough for the merest weanling of a child attending Kowloon British School. The school had had to be closed for a short period two or three months ago, and children of school-going age on the peninsula were given an additional vacation. Instead of making up lost time we find the school scandalously short in its hours as compared with other schools in Hongkong; to the detriment of the children at Kowloon.

Already I have heard that efforts are being exerted to secure parents' promises for a denominational school, connected with one of the Churches here, that is in contemplation for the peninsula. Unless radical changes are introduced to secure greater efficiency in the school now existing, it will not be surprising that, with the advent of the new school, the Kowloon British School may have to close its doors. Yours, etc.

## A BRITISH PATER.

## AN ECHO OF THE PAST.

## OLD CHINA COAST SKIPPER'S STORY.

Observing that Cornishmen occasionally drift out to the Far East, a native of the most southerly county of England (Mr. George Slogeit, M.A.N.A., consulting engineer, now of Cardiff, and formerly of the Board of Trade) writes as follows:—

For several years I was in command of the British brig *Tubal Cain* trading to the various ports of the China coast between Singapore and Shanghai. In March 1857, I sailed from Bangkok bound on a voyage to Hongkong. After leaving the Gulf of Siam I experienced a succession of very heavy gales and rough seas. On April 4th, when in Lat. 10° 13' N. and Long. 110° 00' E. the wind increased to hurricane force, blowing away my topsails and heavy seas strained the vessel so much that she leaked so badly that the pumps had to be kept going all the time. On the 7th I found the leak increasing, so I ran for shelter and to repair damage, etc. At 10 p.m. I anchored in Haiky Bay, under the lee of Point Liza. At 8 a.m. on the 8th a sampan with one man in it came alongside and told my steward that pirates had five Englishmen confined in a hut near the fishing village. I said to my steward, who, like the sampan man, was a Cantonese: "Tell your friend to go ashore and say that I must have those men brought to me." He went, but the request was refused at first, but after a warning shot and the use of threats two of them were brought on board. I then found they were Dutchmen, and one of them (the boatswain) could speak English. He informed me that they were part of a crew of a barque belonging to Rotterdam which had brought out a cargo of coal for the British Government, and that after discharging same she was taken to Macao, where she took coolies on board for Havana. He added that when well down the coast the coolies mutinied and murdered all hands except these five, who escaped in one of the boats. These were soon captured, taken on shore and kept in confinement as stated by the boatswain. The last that was seen of the captain was just as he was about to jump overboard, when one of the coolies cut him down with an axe. I again demanded that the other three men should be sent to me, but was again met with a refusal. I then sent word that if the men were not set free at once I would bring my guns to bear on the village and smash it up. My chief mate (also a Cornishman) did not like our position very much and was inclined to get away from the place, but I insisted on retaining the men, which I ultimately succeeded. The men were then sent on board, being almost naked, so my mate and myself supplied them with clothes. On the 9th, about 8 p.m., after repairing damage I hove short and whilst setting the sails a large pirate junk came around the point to capture some small cargo craft bound to Kramhar Harbour but were afraid to put to sea on account of the presence of the junk. So I opened fire on the junk, with the result that her helm was put to starboard and she went off before the wind. Thus I got underway, took the small craft under cover and proceeded on my voyage. On April 11th I arrived at Hongkong, took the five men on shore, handed them over to Mr. Black, the Dutch Consul, and reported same at the Customs House.

## RUBBER COMPANIES' MEETINGS.

## HIGHLANDS AND LOWLANDS PARA RUBBER.

Sir Frank A. Swettenham, presiding at the meeting of the Highlands and Lowlands Para Rubber Company, Limited, said that their property was divided into three estates, the first two of which had been producing rubber for some years, and the third would begin to do so next year. As regards the Ayer Kuang property, it was one of the best bill estates known anywhere. It contained 5,168 acres of rubber, and the trees were well-grown and the place free from weeds. On both the Highlands and the Batu Ujar estates the supply of labour was ample and the health excellent. These two estates had produced last year 345,259 lbs. of dry rubber from 1,220 acres. That was equal to 283 lbs. to the acre. The average was not high because about 19,000 trees had been tapped for the first time, but to show what the property was capable of, he might tell them that one block of trees on the Batu Ujar estate of 162 acres with 7,284 trees, of which 502 had been tapped for the first time last April, had given an average of nearly 8 lbs. of rubber per tree. Their entire crop of rubber for the year 1909 had been sold at such a price as to give an average of about 7s 4d net per lb. after deducting the sale charges and commission, which amounted to about 7d per lb. They had never sold forward a single pound of rubber, and time after time they had obtained the highest prices at the fortnightly sales. Their capital had been called up and expended. The shareholders had received a circular under date of 20th inst., explaining the decision the directors had arrived at, whereby they would receive a certain number of shares in a new company free of cost while the rest of the shares would be allotted to them pro rata to their present holdings if they desired to take them up. Whatever shares were not subscribed would be taken by the Highlands and Lowlands Rubber Company, and none of them would go to the public. The position and prospects were most satisfactory.

In the course of the discussion, the chairman was asked whether it was proposed to subdivide the shares into shares of 2s, each, and in reply he said that, inasmuch as that company had a capital of £300,000 in £1 shares, to split the shares would give them three million 2s. shares, which he did not think a desirable amount.

LINGGI PLANTATIONS.

At the annual meeting of the Linggi Plantations, on 24th ult., Sir W. H. Treacher, who presided, stated that the net price obtained for the rubber was 6s 1 1/2d per lb. This might not be quite up to the expectations of some shareholders but, compared with certain other large producing companies it was not unsatisfactory. In 1909 they harvested 545,101 lb. of rubber against 740,000 lb. the year before. They had sold forward 168,000 lb. of rubber at 6s. per lb., out of an estimated output of 850,000 lb. In view of the present sentiment as to the probable level of values being rather higher than last year, the directors did not propose as at present advised to make any more forward sales. In the meantime, they had been at the producing stage for some time, so that a considerable proportion of their stock came on the market before the great rise of prices.

With regard to the future of prices, he had no information that was not available to all the shareholders. For some time to come, the probability was that the present price would be attained. Some authorities held that it would increase. It was possible to arrange forward sales for 1910 at 11s. 6d. per lb. and for 1911 at 12s. 6d. per lb.

A great improvement in the work of tapping was visible on their estates. There was no cause of alarm with regard to root disease, while white ants were easily coped with by means of a destroyer now in use. The present policy as to extensions was to increase their cultivated areas from a 250 acres to 5,000 acres as soon as practicable. This would leave them with a reserve of about 5,000 acres, the development of which would stand over for the present, as the staff would be fully occupied for the time being with the extensions to which he had referred. For this programme and a more extended future programme they had ample funds, without encroaching upon the capital profits from the recent distribution of shares.

GEDONG PERAK RUBBER ESTATE.

The statutory meeting of the Gedong Perak Rubber Estate, Limited, was held in London, Mr. J. L. Shand, who presided, said that they had issued 36,000 shares, on which the sum of 12s 6d each had been paid, and it was satisfactory to find that those shares were standing in a handsome premium reserve. In registration fees they had received £9 5s. They had paid £10,000 out of the £10,000, which was the cash purchase consideration of the company, and the other payments were all in order. At this early date after the incorporation of the company there was not much news to give the shareholders, but, so far, all they had was good news. They had had a report from their visiting agent, in which he stated that the 150 acres of rubber which had always been kept clear were growing remarkably well, and that the 100 acres which had not been very well cultivated were being cleared up as rapidly as possible, and that there was every prospect of their rapidly expanding also. Arrangements were also being made to develop the resources of the company as fast as possible by opening up new land, although there was some difficulty in securing labour.

SHELFORD RUBBER ESTATE.

The report of the Shelford Rubber Estate, Limited, states that the yield of dry rubber for the year to December 31 amounted to 33,097 lbs., and this was obtained from 295 acres, a considerable portion of which was only tapped towards the end of the year. This compares with 23,824 lbs. for last year and 11,548 lbs. for the year before. The estimate of rubber to be obtained for this year is 75,000 lbs. The average price received for last year's crop works out at 7s 10d per lb., as compared with 14s 10d for 1908 and 3s 6d for 1907. All expenditures of every nature with the exception of the cost of the factory and machinery, etc. erected at the end of the year has been debited to revenue. The labour force was somewhat short during the year, but is now satisfactory. The condition of the estate remains excellent. The sum at the credit of profit and loss account amounts to £7,814 out of this the directors recommend that the balance of the preliminary expenses and brokerage connected with the formation of the company be now written off, £2,400, leaving a sum of £5,414. This dividend recommends that a dividend of 7 1/2 per cent, free of income tax, should now be declared; this will amount to £427, leaving £5,000 to be carried forward subject to directors' orders.







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| "EMPRESS OF CHINA" SATURDAY, JUNE 25TH.   | "ALLAN LINE" FRIDAY, JULY 22ND.           |
| "EMPRESS OF INDIA" SATURDAY, JULY 16TH.   | "EMPRESS OF IRELAND" FRIDAY, AUGUST 12TH. |
| "MONTEAGLE" TUESDAY, AUGUST 16TH.         | "ALLAN LINE" FRIDAY, SEPT. 2ND.           |
| "EMPRESS OF JAPAN" SATURDAY, AUGUST 6TH.  | "EMPRESS OF IRELAND" FRIDAY, SEPT. 23RD.  |
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| For                          | Steamship      | On                          |
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| MANILA                       | "YUEN-SANG"    | FRIDAY, 3rd June, 4 P.M.    |
| SHANGHAI                     | "KWONG-SANG"   | SUNDAY, 5th June, Daylight. |
| TIENTSIN                     | "CHEUNG-SHING" | MONDAY, 6th June, 4 P.M.    |
| SHANGHAI, KOBE & MOJI        | "FOOK-SANG"    | FRIDAY, 10th June, Noon.    |
| MANILA                       | "LOONG-SANG"   | FRIDAY, 10th June, 4 P.M.   |
| SINGAPORE, PENANG & CALCUTTA | "KUTSANG"      | SATURDAY, 11th June, Noon.  |

RETURN TOURS TO JAPAN (Occupying 24 Days).

The steamers "Kutsang," "Namang," and "Fooking" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji in Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A fully qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Cheloo, Tientsin & Newchwang. For Freight or Passage, apply to JARDINE MATHESON & CO., LD., General Managers.

Telephone No. 215 Hongkong, 1st June 1910.

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SAILINGS SUBJECT TO ALTERATION.

| FOR                           | STEAMERS   | TO SAIL          |
|-------------------------------|------------|------------------|
| SHANGHAI                      | "ANHUI"    | 2nd June, 4 P.M. |
| SHANGHAI                      | "QIANGHUA" | 5th " Daylight.  |
| CHEFOO & NEWCHWANG            | "NANGHANG" | 5th " Daylight.  |
| AMOI, MANILA, CEBU & ILOILO   | "BUNGHANG" | 5th " 3 P.M.     |
| MANILA                        | "KIAN"     | 4th " 3 P.M.     |
| SHANGHAI                      | "CHENYAN"  | 9th " 4 P.M.     |
| SHANGHAI                      | "LINA"     | 12th " Daylight. |
| MANILA, ZAMBOANGA & AUSTRALIA | "TAIYUAN"  | 25th " 4 P.M.    |

Reduced Saloon Fares, single and return, to Manila and Australian Ports. DIRECT SAILING TO WEST RIVER, Twice Weekly, S.S. "LINTAN" and S.S. "SANUI."

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| Steamship. | Tonn. | Captain.  | For    | Sailing Dates.                |
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| CAIRO      | 1540  | R. Rodget | MANILA | SATURDAY, 4th June, at Noon.  |
| ADRI       | 1540  | A. Fraser | "      | SATURDAY, 11th June, at Noon. |

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| For  | Steamers                        | G. Tonnage | Leaves                         |
|--|---------------------------------|------------|--------------------------------|
| TACOMA V. KEELUNG, MOJI, KOBE AND YOKOHAMA | "TACOMA MARU" Capt. H. Yamamoto | 5,178      | WEDNESDAY, 15th June, at Noon. |
| TACOMA V. MOJI, KOBE AND YOKOHAMA          | "PANAMA MARU" Capt. —           | —          | WEDNESDAY, 29th June, at Noon. |

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| MOJI (DIRECT)                         | "FITZPATRICK" Capt. H. H. H. H. | FRIDAY, 3rd June, at Noon.      |
| TAMUI V. SWATOW & AMOI                | "DAIJI MARU" Capt. H. Murayama  | SUNDAY, 5th June, at 10 A.M.    |
| ANPING via SWATOW and AMOI            | "SOSHU MARU" Capt. Y. Yamamoto  | WEDNESDAY, 8th June, at 10 A.M. |

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|---|--|--|
| MARSEILLES, LONDON AND ANTWERP via SINGAPORE, PENANG, COLOMBO AND PORT SAID | "TANGO MARU," Capt. A. Christensen, Tons 8300<br>"KAMO MARU," Capt. P. L. Sommer, Tons 9000<br>"AKI MARU," Capt. K. Homma, Tons 7000 | WEDNESDAY, 8th June, at Daylight.<br>WEDNESDAY, 22nd June, at Daylight.<br>WEDNESDAY, 6th July, at Daylight. |

|                           |  |                                |
|---------------------------|--|--------------------------------|
| VICTORIA, B.C., & SEATTLE | "KAMAKURA MARU," Capt. J. Nagao, Tons 7000 | SATURDAY, 18th June from KOBE. |
|---------------------------|--|--------------------------------|

|  |  |  |
|--|--|--|
| VICTORIA, B.C., & SEATTLE v. KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU & YOKOHAMA | "AWA MARU," Capt. S. Ishikawa, Tons 7000<br>"INABA MARU," Capt. K. Kiyama, Tons 7000 | TUESDAY, 21st June, at 4 P.M.<br>TUESDAY, 19th July, at 4 P.M. |
|--|--|--|

|   |   |   |
|---|---|---|
| SYDNEY & MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE | "KUMANO MARU," Capt. M. Winkler, Tons 6000<br>"YAWATA MARU," Capt. T. Sekine, Tons 5000 | FRIDAY, 10th June, at Noon.<br>FRIDAY, 8th July, at Noon. |
|---|---|---|

|                                   |   |                     |
|-----------------------------------|---|---------------------|
| BOMBAY, via SINGAPORE AND COLOMBO | "COLOMB MARU," Capt. E. Combes, Tons 5000 | TUESDAY, 14th June. |
|-----------------------------------|---|---------------------|

|                             |   |                               |
|-----------------------------|---|-------------------------------|
| NAGASAKI, KOBE and YOKOHAMA | "YAWATA MARU," Capt. T. Sekine, Tons 5000 | WEDNESDAY, 8th June, at Noon. |
|-----------------------------|---|-------------------------------|

|                   |  |                            |
|-------------------|--|----------------------------|
| KOBE and YOKOHAMA | "MISHIMA MARU," Capt. A. E. Moses, Tons 9000 | THURSDAY, 9th June, 5 P.M. |
|-------------------|--|----------------------------|

|                       |   |                    |
|-----------------------|---|--------------------|
| SHANGHAI, MOJI & KOBE | "HAKATA MARU," Capt. A. Mocker, Tons 7000 | TUESDAY, 7th June. |
|-----------------------|---|--------------------|

CHEAPEST SUMMER RATES

BETWEEN HONGKONG and JAPAN PORTS.

COMMENCING AKI MARU 30TH MAY, ENDING 30TH SEPTEMBER, 1910.

Special Excursion Tickets (1st & 2nd class) available for 3 months.

| YOKOHAMA RETURN.     | KOBE RETURN. | MOJI RETURN. | NAGASAKI RETURN. |
|----------------------|--------------|--------------|------------------|
| 1st Class,.....\$120 | \$110        | \$100        | \$90             |
| 2nd ".....\$ 80      | \$ 70        | \$ 60        | \$ 50            |

With option of call between calling ports in Japan.

Fitted with new system of wireless telegraphy. \* Cargo only. \* Carries deck passengers

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World-Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Charter Road.

T. KUSUMOTO, Manager.

Shipping—Steamers

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, OBYLON, AUSTRALIA, INDIA, ADMN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading Issued for BATAVIA, PERMAN GULF, CONTINENTAL, AMERICA and SOUTH AFRICAN PORTS.)

THE Steamship "ASSAYE," Captain Owen Jones, R.M.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 11th June, 1910, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. "Persia," 7,912 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the "R.M.S. Oceana," due in London on 10th July, 1910.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to E. A. HEWETT, Superintendent Hongkong, 30th May, 1910.

REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUZ CANAL.

(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK ONLY: S.S. "SURUGA".....About 1st June.

For Freight and further information, apply to DODWELL & CO., LIMITED, Agents. Hongkong, 25th May, 1910.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG

VANCOUVER, B.C., TACOMA & SEATTLE VIA MOJI, KOBE AND YOKOHAMA.

| Steamer | Tonn. | Captain.     | Sailing Date |
|---------|-------|--------------|--------------|
| Oceano  | 4,557 | F. W. Davies | 1910         |
| Swedish | 2,232 | F. S. Cowley | 18th June    |
| Kumari  | 5,232 | J. Mathie    | 5th July     |
| Aymere  | 4,363 | J. Boyd      | 25th July    |

\* This steamer will NOT call at Shanghai.

These steamers are specially fitted for the carriage of Asiatic Steamer passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to DODWELL & CO., LIMITED, General Agents. Queen's Buildings, Hongkong, 23rd May, 1910.

THE AMERICAN AND ORIENTAL LINE.

FOR NEW YORK. (With Liberty to Call at the Malabar Coast.)

THE Steamship "AFRICAN PRINCE," will be despatched for the above Port on TUESDAY, the 14th June, 1910.

For Freight or Passage, apply to ARNHOLD, KARBURG & CO., General Agents, Hongkong, 17th May, 1910.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship "BRECONSHIRE," Captain Tomlinson, will be despatched as above about 20th June.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., Agents. Hongkong, 2nd May, 1910.

Intimations.

FRENCH STORE.

NOTICE.

We beg to inform our numerous customers and the public in general that we have been appointed Agent for the "OREME SIMON" and all Simon's Produces for Toilet Requisites, Perfumery, Powder, Soap, etc.

INSPECTION SOLICITED.

Hongkong, 21st January, 1910.

PABST EXTRACT.

THE best TONIC for keeping in perfect health in the Tropics.

It is a liquid food in predigested form, containing all the bracing, soothing effects of the choicest hops. Nearly Non-alcoholic.

Highly recommended by the local medical profession in cases of Debility after Malaria, from overwork or other causes, Anemia, Nervousness or Dyspepsia. Samples on application.

ALSO JUST RECEIVED—

PABST (American) BEER, in barrels of 120 bottles. In view of the arrival of the American fleet in a few days, please order early, as our stock is limited.

SIEMSEN & CO., Agents.

Hongkong, 13th December, 1909.

F. BLACKHEAD & Co., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

GROUND FLOOR, ST. GEORGE'S BUILDING, HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLR AGENTS FOR HARTMANN'S HARTIEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIHLER'S PATENT MOTOR LAUNCHES, &c., &c., &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SOOTH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.

REASONABLE PRICES. Hongkong, 7th March, 1909.

THERAPION MAY NOW ALSO BE OBTAINED IN DRAGGE (TASTELSS) FORM.

THE NEW FRENCH REMEDY

TRADE MARK. THERAPION.

This successful and highly popular remedy, used in the Continental 14th century by the famous French Physician, Vichy and others, cures all the diseases to be sought in a medicine of the kind, and surpasses every other remedy.

THERAPION No. 1. Incurably chronic, with few days' rest, causes, effectively, suppurating abscesses, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 2. For the cure of blood, scurvy, pimples, spots, blotches, pains and swelling of joints, secondary symptoms, gonorrhea, rheumatism, and all diseases for which it has been found such a failing to employ mercury, sarsaparilla, &c., to the destruction of suffering teeth and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates all poisonous matter from the body.

THERAPION No. 3. For the cure of indigestion, sleeplessness, and all distressing consequences of indigestion, worry, overwork, early error, excess, &c. It possesses surprising power in restoring strength and vigor to those suffering from enervating influences of long residence in hot, unhealthy climates.

THERAPION. It is sold by principal chemists throughout the world. Price 1/6 per bottle. In the absence of the three numbers required, and observe above Trade Mark, which is a facsimile of word "Therapion" as it appears on British Government Stamp (the white letters "e" and "d" are red) affixed to every package by order of His Majesty's House of Commons, and without which it is forged.

Sold by all Chemists.

Dentistry.

Dr. M. H. CHAUN, DENTAL SURGEON, 33, QUEEN'S ROAD CENTRAL, 1ST FLOOR, ROOMS 2 and 3.

From the University of Pennsylvania, U.S.A.

Telephone 126. Hongkong, 27th January, 1910.

TSIN TING

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'ARQUILLA STREET.

REASONABLE FEES. Consultation Free.

Hongkong, 6th June, 1910.



## ROBBERS ESTABLISHMENTS.

| At April Total.    |         |                  |
|--------------------|---------|------------------|
| Allagar            | 2,050   | 2,400            |
| Alor Pongau        | 1,150   | 1,150            |
| Alma               | 600     | 600              |
| Anglo Malay        | 55,167  | 48,839           |
| Ayer Molek         | 1,344   | 1,344            |
| Ayer Kuning        | 200     | 200              |
| Balagowale         | 9,018   | 8,673            |
| Banteng            | 1,464   | 1,381            |
| Batu Tiga          | 6,300   | 6,123            |
| Bertam             | 9,588   | 10,000           |
| Bukit Kajang       | 2,603   | 3,351            |
| Bukit Rajah        | 4,187   | 11,573           |
| Bukit Lintang      | 2,850   | 3,000            |
| Bikam              | 6,930   | for six months   |
| Carey United       | 8,000   | 19,550           |
| Castlefield        | 2,800   | 2,709            |
| Changkat Serdaung  | 3,787   | 3,003            |
|                    | 9,625   | 28,181           |
|                    | 24,112  | 68,186           |
| Damassara          | 70,551  | 54,671           |
| Edinburgh          | 5,800   | 19,450           |
| Federated (S'g'at) | 10,473  | 30,202           |
| F.M.S. Rubber      | 24,450  | 29,330           |
|                    | 11,500  | 24,000           |
|                    | 1,661   | 2,435            |
|                    | 2,172   | 2,316            |
|                    | 4,101   | 5,730            |
| Goldend            | 12,278  | 33,737           |
| Harpenden          | 5,100   | 11,645           |
| High & Lowlands    | 47,473  | 42,265           |
| Jach Kenneth       | 13,182  | 37,463           |
| Jugra              | 7,170   | 7,170            |
| Kapar, Para        | 9,571   | 16,343           |
| Kannunoy           | 6,132   | 6,293            |
| Kemping            | 2,104   | 2,043            |
| Kepong             | 2,900   | 2,415            |
| Kota Tinggi        | 563     | 563              |
| Kuala Klang        | 1,692   | 1,692            |
| Kuala Lumpur       | 2,091   | 5,773            |
| Kuala Lumpur       | 47,000  | 38,000           |
| Labu               | 16,112  | 14,710           |
| Leadore            | 27,717  | 19,808           |
| Leadore            | 8,552   | 8,434            |
| Liengki            | 63,500  | 69,100           |
| London Asiatic     | 9,851   | 9,574            |
| Malacca Island     | 27,000  | 81,000           |
| Menton             | 1,788   | 1,788            |
| North Hummock      | 5,077   | 16,050           |
| Nova Scotia        | 6,000   | 16,050           |
| Palman             | 3,000   | 2,300            |
| Palman             | 3,368   | 28,144           |
| Pegoh              | 3,114   | 3,400            |
| Perak Plant        | 8,850   | 28,112           |
| Port Dickson       | 611     | 1,676            |
| Ribb Rubber        | 918     | 4,395            |
| Robbin             | 11,000  | 33,220           |
| Sengat             | 5,100   | 5,993            |
| Salaba             | 4,473   | 5,015            |
| Sungei Choh        | 3,150   | 3,100            |
| Sungei Kapar       | 10,000  | 53,000           |
| Stoddycroft        | 1,280   | 5,000            |
| Stoddy             | 11,477  | 28,327           |
| Stoddy             | 33,788  | 66,781           |
| Sremban            | 37,140  | 31,445           |
| Sremban            | 5,320   | 4,395            |
| Shelford           | 6,000   | 15,710           |
| Singapore          | 8,177   | 15,650           |
| Singapore          | 4,100   | 5,350            |
| Singapore          | 2,700   | 1,800            |
| Singapore          | 1,800   | 4,771            |
| Tali Ayer          | 1,500   | 31,500           |
| Trafalgar          | 70      | 770              |
| Trom               | 1,084   | 7,760            |
| United Singapore   | 1,074   | 1,300            |
| Villambros         | 370,320 | (year end March) |

## SHIPPING AND MAILS.

French (Armand Becht) 6th inst.  
American (Aster) 7th inst.  
Indian (Fooking) 7th inst.  
American (Asia) 7th inst.  
Indian (Laitang) 12th inst.  
American (Mongolia) 14th inst.  
American (Tanyo Maru) 15th inst.

The H. A. L. s. *Stella* left Hongkong on 31st ult., a.m., and may be expected here on 7th inst.  
The H. A. L. s. *Illyria* left Telang on 31st ult., a.m., and may be expected here on 5th inst.  
The E. & A. s. *Eastern* left Manila on 1st inst., at 4 a.m., and will arrive here on 3rd inst., at daylight.

## THE WEATHER.

On the 1st at 12.15 p.m.—The barometer has risen to N.E. Japan, the depression having moved away over the Pacific.  
The depression lying over N. China yesterday has advanced Eastwards and lies now over the Gulf of Pechili.  
Pressure is giving away S.W. Japan, and also over Tongking. It is low over the latter area.  
The highest pressure is shown over the Pacific to the E. of Japan.  
Moderate to fresh S.W. and S. winds may be expected in the Formosa Channel and over the northern shores of the China Sea.  
Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

FORECAST.  
1.—Hongkong and neighbourhood, S.W. and E. winds, moderate or fresh, fair at first, probably rain later.  
2.—Formosa Channel, same as No. 1.  
3.—South coast of China between Hongkong and Lamock, same as No. 1.  
4.—South coast of China between Hongkong and Hsiao, same as No. 1.

## COMMERCIAL.

## TO-DAY'S EXCHANGES.

| Selling.                 |        |
|--------------------------|--------|
| London—Bank T.T.         | 100/10 |
| Do. demand               | 100/10 |
| Do. 4 months sight       | 100/10 |
| France—Bank T.T.         | 100/10 |
| America—Bank T.T.        | 100/10 |
| Germany—Bank T.T.        | 100/10 |
| India T.T.               | 100/10 |
| Do. demand               | 100/10 |
| Shanghai—Bank T.T.       | 100/10 |
| Singapore—Bank T.T.      | 100/10 |
| Japan—Bank T.T.          | 100/10 |
| Peru—Bank T.T.           | 100/10 |
| Spain—Bank T.T.          | 100/10 |
| Italy—Bank T.T.          | 100/10 |
| Portugal—Bank T.T.       | 100/10 |
| Greece—Bank T.T.         | 100/10 |
| Russia—Bank T.T.         | 100/10 |
| Sweden—Bank T.T.         | 100/10 |
| Norway—Bank T.T.         | 100/10 |
| Denmark—Bank T.T.        | 100/10 |
| Finland—Bank T.T.        | 100/10 |
| Poland—Bank T.T.         | 100/10 |
| Czechoslovakia—Bank T.T. | 100/10 |
| Slovakia—Bank T.T.       | 100/10 |
| Hungary—Bank T.T.        | 100/10 |
| Romania—Bank T.T.        | 100/10 |
| Bulgaria—Bank T.T.       | 100/10 |
| Serbia—Bank T.T.         | 100/10 |
| Croatia—Bank T.T.        | 100/10 |
| Slovenia—Bank T.T.       | 100/10 |
| Yugoslavia—Bank T.T.     | 100/10 |
| Albania—Bank T.T.        | 100/10 |
| Greece—Bank T.T.         | 100/10 |
| Turkey—Bank T.T.         | 100/10 |
| Iran—Bank T.T.           | 100/10 |
| Afghanistan—Bank T.T.    | 100/10 |
| India—Bank T.T.          | 100/10 |
| Ceylon—Bank T.T.         | 100/10 |
| Sri Lanka—Bank T.T.      | 100/10 |
| Malaya—Bank T.T.         | 100/10 |
| Singapore—Bank T.T.      | 100/10 |
| Burma—Bank T.T.          | 100/10 |
| Java—Bank T.T.           | 100/10 |
| Sumatra—Bank T.T.        | 100/10 |
| Borneo—Bank T.T.         | 100/10 |
| Philippines—Bank T.T.    | 100/10 |
| Manila—Bank T.T.         | 100/10 |
| Cebu—Bank T.T.           | 100/10 |
| Davao—Bank T.T.          | 100/10 |
| Iloilo—Bank T.T.         | 100/10 |
| Zamboanga—Bank T.T.      | 100/10 |
| Mindanao—Bank T.T.       | 100/10 |
| Luzon—Bank T.T.          | 100/10 |
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| Negros—Bank T.T.         | 100/10 |
| Panay—Bank T.T.          | 100/10 |
| Samar—Bank T.T.          | 100/10 |
| Leyte—Bank T.T.          | 100/10 |
| Cebu—Bank T.T.           | 100/10 |
| Manila—Bank T.T.         | 100/10 |
| Batavia—Bank T.T.        | 100/10 |
| Soerabaya—Bank T.T.      | 100/10 |
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## SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIA &amp; Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

| STOCKS.   | NO. OF<br>SHARES.                    | VALUE.        | PAID UP.       | POSITION AS PER LAST REPORT                                     |                       | LAST DIVIDEND.  | APPROXIMATE<br>RETURN AT<br>PRESENT<br>QUOTATION<br>BASED ON LAST<br>YEAR'S DIV. | CLOSING<br>QUOTATIONS.               |
|---|--------------------------------------|---------------|----------------|---|-----------------------|---|--|--------------------------------------|
|   |                                      |               |                | RESERVE.  | AT WORKING<br>ACCOUNT |   |  |                                      |
| BANKS.  |                                      |               |                |   |                       |   |  |                                      |
| Hongkong & Shanghai Banking Corporation .....                                 | 120,000                              | \$125         | \$125          | {<br>£1,500,000<br>\$15,000,000<br>\$250,000                    | \$2,028,918           | {<br>£2.5/- for half year ending 31.12.09 @ ex<br>1/9 = \$35.11   | 4 1/2 %  | {<br>\$945 buyers<br>£91             |
| National Bank of China, Limited.....  | 99,925                               | 7             | 6              | {<br>£4,000<br>\$500,000  | \$30,558              | \$2 (London 2/6) for 1908 .....   | ...  | \$76 buyers                          |
| MARINE INSURANCES.  |                                      |               |                |   |                       |   |  |                                      |
| Canton Insurance Office, Limited .....  | 10,000                               | \$250         | \$50           | {<br>\$1,500,000<br>\$154,583<br>\$304,791<br>\$185,000         | none                  | \$10 for 1908.....  | 6 %  | 177 1/2 sellers                      |
| North China Insurance Company, Limited .....                                  | 10,000                               | 15            | 5              | {<br>Tls. 225,000<br>Tls. 135,253<br>Tls. 146,585<br>10,000,000 | Tls. 207,573          | Final of 7/6 making 15/- for 1908 .....   | 5 %  | Tls. 110                             |
| Union Insurance Society of Canton .....                                       | 12,400                               | \$250         | \$100          | {<br>£1,500,000<br>\$1,234,848<br>\$105,249<br>\$7,8985         | \$287,984             | {<br>Final of \$20 per share, making in all \$50<br>per share for 1908 and an interim divid-<br>end of \$30 per share for 1909.....                                     | 6 %  | \$830 sellers                        |
| Yangtze Insurance Association, Limited .....                                  | 12,000                               | \$100         | \$50           | {<br>\$1,000,000<br>\$944,405<br>\$199,304                      | \$7,7037              | \$12 and bonus \$3 for 1907 .....   | 7 %  | \$205                                |
| FIRE.   |                                      |               |                |   |                       |   |  |                                      |
| China Fire Insurance Company, .....   | 30,000                               | \$100         | \$20           | {<br>\$1,000,000<br>\$550,341<br>161,161                        | \$418,416             | \$6 and bonus \$2 for 1908 .....  | 7 %  | \$114 buyers                         |
| Hongkong Fire Insurance Company, Limited....                                  | 8,000                                | \$250         | \$50           | {<br>\$1,400,000  | \$426,218             | \$27 for 1908 .....   | 8 %  | \$347 sales                          |
| SHIPPING.   |                                      |               |                |   |                       |   |  |                                      |
| China and Manila Steamship Company, Limited...                                | 30,000                               | \$25          | \$25           | {<br>£37,743<br>\$330,000<br>\$100,89                           | Dr. \$3,777           | 1 1/2 % for 1906 .....  | ...  | \$8 sellers                          |
| Douglas Steamship Company, Limited .....                                      | 20,000                               | \$50          | \$50           | {<br>\$350,000<br>\$350,000                                     | Nil.                  | 2 1/2 % for year ending 30.6.1908 .....   | ...  | \$33 sellers                         |
| Hongkong, Canton & Japan Steamboat Co., Ltd .....                             | 80,000                               | \$15          | \$15           | {<br>\$207,500<br>\$103,543<br>\$10,000                         | \$20,766              | Final of \$1 1/4 for account 1910 .....   | 8 %  | 292 1/2 sellers                      |
| Indo-China Steam Navigation Co., Ltd. (Preferred)<br>Do. (Deferred)           | 50,000<br>50,000                     | 45<br>45      | 45<br>45       | {<br>£10,000<br>£40,000<br>£720,000<br>£100,000                 | £13,755               | {<br>6/- for 1907 on Preference shares only @<br>ex 1/9 11/16 = \$3.154   | ...  | \$72                                 |
| "Shell" Transport and Trading Company, Limited                                | 2,000,000                            | 1             | 1              | {<br>£720,000<br>£100,000<br>£71,450<br>£62,681                 | £192,994              | {<br>3rd int. of 2/- per sh. (coup. No. 12) making<br>in all 4/- for 1908 & interim of 1/- for ac. '09<br>A dividend of 7 % for year ending 30.6.1910<br>A bonus of 5 % | 5 %<br>4 1/2 %<br>3 1/2 %  | {<br>96/-<br>\$44<br>\$14            |
| "Star" Ferry Company, Limited.....  | 10,000                               | \$10          | \$5            | {<br>\$20,000   | 11,159                |   |  |                                      |
| REFINERIES.   |                                      |               |                |   |                       |   |  |                                      |
| China Sugar Refining Company, Limited .....                                   | 20,000                               | \$100         | \$100          | {<br>\$220,000<br>\$83,620                                      | Dr. \$7,090           | \$10 per share for 1909 .....   | 5 1/2 %  | \$172 sellers                        |
| Luxon Sugar Refining Company, Limited.....                                    | 7,000                                | \$100         | \$100          | {<br>none   | Dr. \$135,899         | \$5 for 1907 .....  | ...  | \$28 sellers                         |
| Perak Sugar Cultivation Company, Limited .....                                | 7,000                                | Tls. 50       | Tls. 50        | {<br>Tls. 200,000   | Tls. 6,023            | Tls. 10 for year ending 31.8.09 .....   | ...  | Tls. 950 sellers                     |
| MINING.   |                                      |               |                |   |                       |   |  |                                      |
| Chinese Engineering and Mining Company, Ltd.....                              | 1,000,000                            | 1             | 1              | {<br>£215,000<br>£84,390<br>none                                | £1,435                | Final of 1/6 making 3/- for 1909 .....  | 9 %  | Tls. 8                               |
| Headwaters Mining Company .....   | 60,000                               | Pa. 10        | Pa. 10         | {<br>none   | none                  | First year .....  | ...  |                                      |
| Raub Australian Gold Mining Company, Limited                                  | 150,000                              | 4             | 4              | {<br>£4   | Dr. 19                | \$1 per share 13th dividend .....   | 5 %  | \$8 sellers                          |
| Oriental Consolidated Mining Co., Ltd .....                                   | 50,000                               | G \$10        | G \$10         | {<br>none   | none                  | Final of Gold \$0.65 for 1909 in all G \$1.15 ..  | ...  | 35 1/2                               |
| DOCKS, WHARVES & GODOWNS.   |                                      |               |                |   |                       |   |  |                                      |
| Farwick (Geo.) & Co., Limited .....   | 18,000                               | \$25          | \$25           | {<br>\$25,275   | Dr. \$8,460           | \$1.75 for year ending 31.1.10 .....  | ...  | \$10                                 |
| Hongkong & Kowloon Wharf and Godown Co., Ltd...                               | 60,000                               | \$550         | \$50           | {<br>\$550,000<br>\$3,593<br>\$40,000                           | \$264,847             | \$2 1/2 for 1909 .....  | 4 1/2 %  | \$58 buyers                          |
| Hongkong and Whampoa Dock Company, Ltd. ....                                  | 50,000                               | \$50          | \$50           | {<br>\$88,442<br>\$22,000                                       | \$13,765              | Interim of \$1 1/4 for account 1909 .....   | ...  | \$59 sellers                         |
| Shanghai Dock and Engineering Co., Ltd.....                                   | 55,700                               | Tls. 100      | Tls. 100       | {<br>Tls. 1,000,000   | Tls. 6,361            | Interim of Tls. 2 1/2 for 1910.....   | 6 1/2 %  | Tls. 78                              |
| Shanghai and Hongkong Wharf Company, Limited...                               | 35,000                               | Tls. 100      | Tls. 100       | {<br>Tls. 350,000<br>Tls. 34,000<br>Tls. 1,310                  | Tls. 9,222            | Final of Tls. 4 for 1909 .....  | 7 %  | Tls. 122                             |
| LANDS, HOTELS & BUILDINGS.  |                                      |               |                |   |                       |   |  |                                      |
| Anglo-French Land Investment Co., Ltd. ....                                   | 25,000                               | Tls. 100      | Tls. 100       | {<br>Tls. 2,500,000   | Tls. 4,314            | Tls. 6 for year ending 29.2.09 .....  | 5 1/2 %  | Tls. 102 sellers                     |
| Central Stores, Limited .....   | 50,123                               | \$15          | \$15           | {<br>£4,000   | \$24,641              | \$1.20 on old and 60 cents on first new issue   | ...  | \$16 buyers                          |
| Hongkong Hotel Company, Limited .....   | 12,000                               | \$50          | \$50           | {<br>\$600,000  | \$4,277               | {<br>\$2.00 on old shares and \$1.50 on new shares<br>for half year ending 31.12.09   | 3 %  | \$107 1/2                            |
| Hongkong Land Investment and Agency Co., Ltd.                                 | 50,000                               | \$100         | \$100          | {<br>\$500,000  | \$27,911              | Interim of 3/- for account 1909 .....   | 6 1/2 %  | \$102 sellers                        |
| Humphreys Estate & Finance Company, Limited ..                                | 150,000                              | \$10          | \$10           | {<br>\$20,045<br>\$5,850  | \$5,472               | 45 cents for 1909 .....   | 6 %  | \$8 1/2                              |
| Kowloon Land and Building Company, Limited .....                              | 6,000                                | \$50          | \$50           | {<br>none   | \$219                 | \$2 1/2 for 1909 .....  | 8 1/2 %  | \$51 buyers                          |
| Shanghai Land Investment Company, Limited .....                               | 78,000                               | Tls. 50       | Tls. 50        | {<br>Tls. 3,900,000<br>Tls. 50,000                              | Tls. 63,969           | Final of 6 % bonus Tls. 1 for 1909.....   | 6 1/2 %  | Tls. 110                             |
| West Point Building Company, Limited .....                                    | 12,500                               | \$50          | \$50           | {<br>Tls. 30,000<br>none  | 1,058                 | Final of \$1.80 for account 1909.....   | 8 1/2 %  | \$40 sellers                         |
| COTTON MILLS.   |                                      |               |                |   |                       |   |  |                                      |
| Ewo Cotton Spinning and Weaving Company, Ltd...                               | 20,000                               | Tls. 50       | Tls. 5         | {<br>Tls. 1,000,000   | 10,991                | Tls. 11 for year ending 31.10.09 .....  | 8 1/2 %  | Tls. 150 1/2 sellers                 |
| Hongkong Cotton Spinning, Weaving and Dyeing<br>Company, Limited .....        | 125,000                              | \$10          | \$10           | {<br>Tls. 40,098<br>\$4,000                                     | \$2,553               | 50 cents for year ending 31.7.08 .....  | 8 %  | \$62 sellers                         |
| International Cotton Manufacturing Company, Ltd...                            | 10,000                               | Tls. 75       | Tls. 75        | {<br>Tls. 750,000   | Tls. 8,272            | Tls. 7 1/2 for year ending 31.9.09 .....  | 12 %   | Tls. 62                              |
| Lao-kung-mow Cotton Spinning & Weaving Co., Ltd.                              | 8,000                                | Tls. 100      | Tls. 10        | {<br>none   | Tls. 4,810            | Tls. 6 for 1909 .....   | 7 %  | Tls. 74                              |
| Sey Chee Cotton Spinning Company, Limited.....                                | 2,000                                | Tls. 500      | Tls. 50        | {<br>Tls. 1,000,000   | Tls. 31,172           | Tls. 25 for 1909 .....  | 10 %   | Tls. 250                             |
| MISCELLANEOUS.  |                                      |               |                |   |                       |   |  |                                      |
| Bell's Asbestos Eastern Agency, Limited .....                                 | 8,604                                | 12/6          | 12/6           | {<br>£1,500   | £448                  | 15 % per share for 1908 .....   | ...  | \$10 buyers                          |
| China-Borneo Company, Limited .....   | 60,000                               | \$12          | \$12           | {<br>£40,000  | Nil.                  | 60 cents for 1909 .....   | 6 %  | \$107 sellers                        |
| China Light and Power Company, Limited .....                                  | 50,000                               | \$1           | \$1            | {<br>none   | \$61,138              | 10 cents for year ended 28.2.06 .....   | ...  | \$2 sellers                          |
| Do. Do. special shares  | 50,000                               | \$1           | \$1            | {<br>none   | 2,602                 | 80 cents for 1909 .....   | 9 %  | \$8 1/2 sellers                      |
| China Provident Loan & Mortgage Company, Ltd.                                 | 125,000                              | \$10          | \$10           | {<br>\$1,000,000  | \$1,892               | \$1.20 for year ending 31.7.09 .....  | 6 1/2 %  | \$19 sales                           |
| Dairy Farm Company, Limited .....   | 40,000                               | \$7 1/2       | \$6            | {<br>\$1,000  | \$4,290               | {<br>Final of 40 cents making in all 75 cents<br>per share for 1909   | 10 %   | \$7 1/2 sellers                      |
| Green Island Cement Company, Limited .....                                    | 400,000                              | \$10          | \$10           | {<br>\$4,000,000  | \$670                 | 80 cents for year ending 31.12.08 .....   | 6 1/2 %  | \$12                                 |
| H. Price & Company, Limited .....   | 12,000                               | \$10          | \$10           | {<br>\$5,000  | \$11,798              | {<br>A dividend of \$1.20 per share and a bonus<br>of 10 cents  | 6 %  | \$20 sales                           |
| Hongkong Electric Company, Limited .....                                      | 60,000                               | \$10          | \$10           | {<br>none   | \$7,616               | Final of \$8 for 1909 .....   | 6 1/2 %  | \$160 sellers                        |
| Hongkong Ice Company, Limited .....   | 5,000                                | \$25          | \$25           | {<br>\$125,000  | \$9,176               | Final of \$1 making in all \$2 for 1910 .....   | 9 %  | \$21 1/2 sellers                     |
| Hongkong Rope Manufacturing Company, Ltd. ....                                | 60,000                               | \$10          | \$10           | {<br>\$600,000  | Tls. 316,682          | 4th interim of Tls. 12 1/2 for 1909 .....   | 5 %  | Tls. 1,475                           |
| Maatschappij tot Mijn- en Landbouw-<br>exploitatie in Luangkai, Limited ..... | 25,000                               | Gs. 100       | Gs. 100        | {<br>Tls. 547,500<br>Tls. 6,924                                 | Tls. 316,682          | {<br>80 cents on fully paid shares and 8 cents on 1/2<br>paid shares for year ending 30.4.10  | 5 1/2 %  | {<br>\$14 1/2 ex div.<br>\$16 buyers |
| Peak Tramways Company, Limited .....  | 25,000                               | \$10          | \$10           | {<br>\$20,000   | \$3,014               | None .....  | ...  | \$10 buyers                          |
| Peak Tramways Company (new) .....   | 50,000                               | \$10          | \$10           | {<br>none   | 18,440                | None .....  | ...  |                                      |
| Philippine Company, Limited .....   | 75,000                               | \$10          | \$10           | {<br>none   | 18,440                | None .....  | ...  |                                      |
| Shanghai-Sumatra Tobacco Company, Limited .....                               | 10,000                               | Tls. 20       | Tls. 20        | {<br>Tls. 14,810<br>Tls. 75,000                                 | Tls. 5,250            | Final Tls. 5 making Tls. 8 for 1908 .....   | 2 %  | Tls. 240 sellers                     |
| South China Morning Post, Limited .....                                       | 6,000                                | \$25          | \$25           | {<br>none   | Dr. \$31,096          | None .....  | ...  | \$25 buyers                          |
| Steam Laundry Company, Limited .....  | 20,000                               | \$25          | \$25           | {<br>none   | \$3                   | 40 cents for year ending 31.5.09 .....  | 8 %  | \$5 buyers                           |
| Union Waterboat Company, Limited .....  | 50,000                               | \$10          | \$10           | {<br>\$11,936   | none                  | 60 cents for year ending 31.12.08 .....   | 8 %  | \$9 sellers                          |
| United Asbestos Oriental Agency, Limited .....                                | 10,000                               | \$10          | \$5            | {<br>\$40,000   | \$342                 | 60 cents per ord. share for year ending 31.5.09   | 5 %  | \$12 1/2 sellers                     |
| Watson (A.S.) & Co., Limited .....  | 90,000                               | \$10          | \$10           | {<br>\$900,000<br>25,000  | \$2,513               | Final of 30 cents for 1908 .....  | 6 1/2 %  | \$6 ex div.                          |
| William Powell, Limited .....   | 15,000                               | \$7           | \$7            | {<br>none   | \$782                 | {<br>Final of 30 cts. making 80 cts. for the<br>year ended 30th June, 1906  | ...  | \$3 sellers                          |
| Societe des Papiers et Papeteries du Tonkin.....                              | 13,200<br>Benefit<br>shares<br>1,200 | 50<br>Halpang | 25<br>Currency | {<br>none   | none                  | First year .....  | ...  | \$35 sales                           |

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